

AUTOMOBILES ARE MOST ESSENTIAL

Former Governor of New Jersey Makes Strong Argument for the Industry.

W. C. Stokes, the former Governor of New Jersey, who is now president of the Mechanics National Bank of Trenton, N. J., a member of the Federal Reserve System, has written the following letter to a friend, giving his views on the automobile industry. He says:

"As a banker, interested in the prosperity of the country and the necessary maintenance and development of an industry that furnishes employment and wages and thus promotes the general welfare of the masses, I beg leave to call your attention to the reported action of some of the Federal Reserve banks in classing automobiles as non-essentials in the extension of credit."

"It might be well to call the attention of the banking fraternity to the importance of the automobile, not only as a factor in the necessary transportation facilities of the country, but as a contributor to one of the largest of our industries and a promoter of the happiness and morals of our people."

"It is a mooted question whether the automobile industry stands second or third in the country. If all the parts in connection therewith are included, it ranks second. What individual banker has a right to say, therefore, that an industry which by the common judgment of the people of this country has attained such proportions in our industrial life is a non-essential? Banks said you cannot indict a whole people. No banking fraternity or government has a right to say that an industry of such size as the automobile industry, based upon the needs and requirements of the public, is unnecessary and therefore unworthy of credit."

"The automobile is of immense value to the nation as a promoter of the spirit of contentment and as an effective suppressor of the spirit of unrest. No owner of an automobile, even though it be a passenger car, who is able to enjoy its use for his family or his friends, is likely to become a Bolshevik or a Communist. He favors the continuation of things as they are, because he has a means of happiness in his own possession and therefore is against any upheaval of the present social order."

"Next to the Church, there is no factor in American life that does so much for the morals of the public as does the automobile. Formerly the pleasures of life divided the family. The father had one avenue of recreation, the mother another, the children another. To-day our roadsides are crowded with family picnic parties, who carry their lunches with them and who take their outing as a unit. Any device that brings the family together as a unit in their pursuit of pleasure is a promoter of good morals and yields a beneficial influence that makes for the good of American civilization. If every family in the land possessed an automobile, family ties would be closer and many of the problems of social unrest would be happily solved. The banker who says that a device of this kind is a non-essential possesses a narrow vision and fails to see the far reaching influence it has for good. The automobile is one of the country's best ministers and best preachers."

Rusted On.
Two parts of iron or steel that have become rusted firmly together may be separated by soaking them for several hours in a mixture of one-third lubricating oil and two-thirds kerosene.

STATE TROOPERS AFTER VIOLATORS

Apprehending Truck Operators Who Do Not Have Proper Tire Width.

ALBANY, July 2.—Cooperating with the New York State Department of Highways the State Troopers are overhauling many a motor truck these days which is violating the law in exceeding more than 800 pounds per inch to the width of tire. The State Department of Highways now has a weighing equipment travelling about the State and stopping and weighing such trucks as appear to be too heavily loaded. State troopers have been busy, with the result that more than one truck owner has paid a stiff fine during the last few days.

There appears to exist a considerable difference of opinion as to the method which must be employed to ascertain just what really constitutes "per inch in width of tire on any one wheel." For instance, some claim that with a worn tire the surface is just so much greater and should be taken into consideration.

In a letter to Charles G. Bond of New York, attorney for the Motor Truck Association of America, George P. Chandler, superintendent of the State Troopers, states his interpretation of the law as follows:

"The Ferris law was drawn so that the weight should be limited to 800 pounds per inch in width of tire on any one wheel. By this the law allows for the width of the solid tire, and in the pneumatic tire the width of the tire. This is the only way to interpret the law, as it is the standard in measuring tires. A sixt inch tire means exactly what it says. Should a tire be measured approximately according to the wear and whether it is blown hard or soft, there is nothing exact and it becomes a question of judgment. In a matter of this kind, when enforcing the law, absolute facts must be taken into consideration, and, as we understand it, the width of the tire as laid down by the Ferris law must be the actual width and not the approximate."

Superintendent Chandler has communicated his version to Secretary of State Francis M. Hugo, whose several bureaus have lately been besieged with inquiries from anxious owners of motor trucks who do not want to be arrested and yet who desire to carry as heavy a load as their motor will stand.

Mr. Hugo is mailing out many copies of the motor vehicle law to motor truck owners and drivers, particularly with these latest developments in the interpretation of the law, in an effort to prevent a disintegration of highway surfaces through too heavy loads.

End Play.
When the car bucks at low speeds, due to end play in the driving system, the prime cause may be worn clutch thrust bearing, end play in the crank shaft, due to a flattened bearing; worn clutch plates in the case of the disc clutch, worn universal or wear in the pinion bearing of the rear axle. Unless this end play is corrected immediately it develops serious trouble will result.

Slack the Chains.
In fitting anti-skid chains they must never be put on so tight that they cannot creep. Unless the chain can creep the wear will be concentrated at the fixed points, where the cross chains lie; the idea is to have the wear distributed all over the tread.

"CAR SECURITY"—AN ASSET.

Important to Have Something More Than Speed.

"After a long experience with automobile owners," says Mr. A. Travis, "I am convinced that the one thing which the motorist of to-day demands, no matter what else his car may offer, is a feeling of absolute security when on the road."

"A motor traveller may be perfectly comfortable, his car may be fast and a good hill climber. It may possess numerous qualities which the owner ad-

mires and takes pride in, but when he is out in a storm, when he is riding on a congested highway, climbing a dangerous mountain pass, coasting down a winding grade or gushing over a rough or narrow road, he wants to feel that confidence which enables him to sit back and drive ahead, knowing that his car is equal to every emergency which the modern motor traveller encounters."

"Year by year congestion on our highways is increasing. At the same time automobile power and speed increases, tempting every driver to make more miles an hour."

"We are all in our own estimation cautious and considerate users of the public highways, but we are compelled to admit that we never feel quite sure about the 'other fellow' who passes us at an unlawful speed or who we meet coming head on, bent for trouble."



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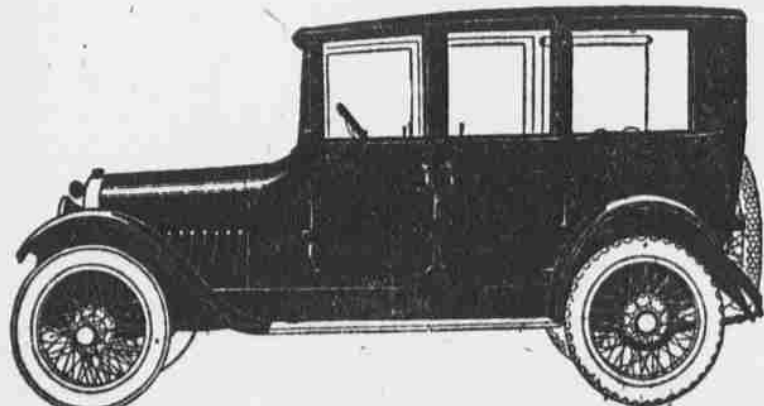
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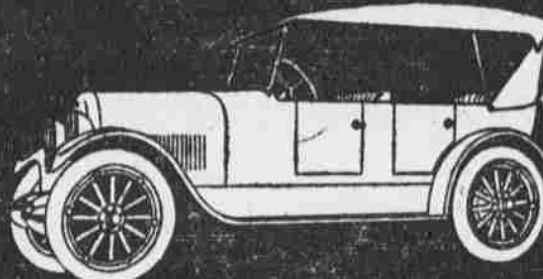
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